

AGENDA MEMO

CITY COUNCIL MEETING DATE: MAY 16, 2007
DEPARTMENT: PLANNING AND DEVELOPMENT
ITEM DESCRIPTION: MSH-21013 - APPLICANT/OWNER: CITY OF LAS VEGAS

**** CONDITIONS ****

The Planning Commission (7-0 vote) and staff recommend APPROVAL, subject to:

Planning and Development

1. City Staff is empowered to modify this application, if necessary, for technical concerns or other related review actions provided current City of Las Vegas requirements are still complied with and the intent of the submitted Master Plan of Streets and Highways is satisfied.

**** STAFF REPORT ****

APPLICATION REQUEST

This request is to amend the Master Plan of Streets and Highways to remove the southerly alignment of the Mountain Edge Parkway between Grand Teton and Fort Apache and make the current North Alternative Alignment the Recommended Alignment of the Mountain Edge Parkway.

EXECUTIVE SUMMARY

A workshop of state and local entities identified the need for a multimodal transportation facility to accommodate growth of the north portion of the Las Vegas Valley. The Master Plan of Streets and Highways was amended to include a corridor for this facility, known as the Mountain Edge Parkway. City staff identified an alternative alignment for the facility that would be evaluated by an outside consultant. The engineering analysis by Parsons Brinckerhoff Quade & Douglas, Inc. (PB) was recently completed which shows that the north alternative is superior to the south alignment based on cost, utility corridor, land-use, transportation geometrics, air quality and flood control factors. Approval of this item will delete the southern alignment between Grand Teton Drive and Fort Apache Road and will identify the north alternative as the recommended alignment.

BACKGROUND INFORMATION

A) *Related Actions*

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| 01/27/03 | First day of a two-day workshop sponsored by the City of Las Vegas and including all major public entities with interests in the northwest to discuss transportation issues in the northwest. |
| 03/03/03 | Second phase of a workshop at which the essential alignments and roadway widths for master planned streets were worked out, and the Northwest Consensus Map was produced. All involved entities agreed to recommend approval. |
| 07/16/03 | Clark County Board of Commissioners adopted the Northwest Consensus Map as the "Revised Transportation Element to the Clark County Master Plan". |
| 09/03/03 | The Las Vegas City Council unanimously approved the Northwest Consensus Map. |

- 02/18/04 The City Council approved an amendment to the Master Plan of Streets and Highways (MSH-3453) to update the circulation system for the Centennial Hills Sector. The Planning Commission recommended approval.
- 06/22/06 The Planning Commission approved an amendment to the Master Plan of Streets and Highways (MSH-13365) to add an alternate alignment for a freeway/expressway, known as Mountain Edge Parkway. There were 6 protests received at the Planning Commission meeting.
- 07/19/06 The City Council approved an amendment to the Master Plan of Streets and Highways (MSH-13365) to add an alternate alignment for a freeway/expressway, known as Mountain Edge Parkway.
- 04/26/07 The Planning Commission voted 7-0 to recommend APPROVAL (PC Agenda Item #85/fs).

B) Pre-Application Meeting

Because this is a city-initiated application, a pre-application meeting was not held.

C) Neighborhood Meetings

- The city of Las Vegas held an informational open house on June 7, 2006 at the Mountain Crest Community Center to discuss the addition of the north alignment. Approximately 42 people attended. City Public Works staff also attended the Ward 6 Information Fair at Thompson Elementary School on November 2, 2006 where the two alignments of the Mountain Edge Parkway were presented. No other neighborhood meetings were held for the current application as it is to remove the south alignment.

ANALYSIS & FINDINGS

In 2003, state and local agencies participated in a charrette to focus on the anticipated transportation needs of the northern portion of the Las Vegas Valley. The entities reached consensus that a multimodal transportation corridor would be needed to accommodate growth in the area. The charrette resulted in the production of a roadway plan called the "Northwest Consensus Map". Representatives from all participating jurisdictions agreed to bring the Consensus Map before their respective governing boards for adoption.

The City Council adopted the Consensus Map (MSH-3453) for the Centennial Hills sector of the city of Las Vegas on February 18, 2004. That amendment to the Master Plan of Streets and Highways included an alignment for a multimodal transportation corridor, referred to as the Mountain Edge Parkway. The purpose of the corridor is to preserve land for future infrastructure use, provide multimodal transportation access in the north Las Vegas Valley, enhance opportunities to meet long-range mobility needs, and promote integrated transportation and land use decision making.

A technical analysis completed by PB has revealed that the northern alignment between Grand Teton Drive and Fort Apache Road is preferred over the southern alignment for the following reasons:

- The existing alignment would be over \$100 million more costly to construct than the North Alignment due to additional braided ramps, bridges, and associated right-of-way along US95.
- North Alternative meets AASHTO/FHWA interchange spacing requirement of 1 mile separation between the future Horse Interchange and the Mountain Edge Parkway/US95 system to system interchange. The existing alignment only allows for approximately one half mile spacing between the two interchanges.
- The North Alternative offers a more efficient connection for Kyle Canyon Road to Mountain Edge Parkway.
- Public works infrastructure including roadway, drainage and trails, along with existing Nevada Power infrastructure and future transit can be provided in the North Alternative, thus minimizing overall land requirements for utilities and infrastructure.
- The North Alternative will provide flood protection to about 320 acres of additional land.
- The North Alternative will minimize sound and visual impacts to future residential neighborhoods.
- The North Alternative provides a buffer area between development and the Red Rock Conservation Area to the west.
- The North Alternative allows for a more cohesive land-use within the Kyle Canyon Gateway property.
- The North Alternative maximizes the use of trails along existing arroyos.

Approval of this application will remove the southern alignment from the Master Plan of Streets and Highways and identify the north alternative as the recommended alignment between Grand Teton Drive and Fort Apache Road.

<u>NOTICES MAILED</u>	81 by City Clerk
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<u>APPROVALS</u>	0
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<u>PROTESTS</u>	0
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